

GRAPHIC WORD PICTURE DRAWN OF FIRST VISIT TO BATTLE LINE

Correspondent Tells of Journey by Automobile From Paris to Front Where Allies and Germans Are Engaged.

MAD AUTOMOBILE DASH UNDER FIRE

Ludicrous Is Mixed With Tragic and Does Much to Relieve Sombreness of Most Terrible War.

By ROBERT H. MCCORMICK. (The first of a series of articles by Robert H. McCormick, recently with the French and now with the Russian armies.)

At the front in France, March 6.—All wars are horrible, and this is the most terrible of wars. It does not follow from that that there is not constant relief from the tragic in the ridiculous.

It has been the part of most war correspondents to have thrilling experiences. It remained for me to have a trip to the front which was funny from beginning to end.

My permit to go to the front of the French army came through the intervention of the great French minister of foreign affairs, Delcasse, about whom I will write more in another letter.

I believe this astute diplomat broke through the rigid army regulations forbidding civilians and especially newspaper men from going to the front by asking leave for me to see the devastation wrought by the Germans upon religious edifices and national monuments.

Promptly Arrested; Soon Freed. However, I did not know this when I rose at daybreak. My permit was for "Mr. X" so I could not wear my national guard uniform, but, correspondent-like, I dressed myself in imitation of a soldier.

My train to the front was not a military train, filled with soldiers, or even a supply train, but an accommodation, traveling with aggravating regularity a few miles in the rear of the embattled armies.

We detrained at Calais—military terms are necessary in war correspondence. After dining quietly we returned to the railway station ten minutes before the train was due to start for that unmentionable point that was to see the beginning of our adventure.

There we were promptly arrested. The military pass looked so helpless I produced my passport. Fatal mistake! On the passport my profession was given as a newspaper man and my insignificant looking military passport proved tailsmen strong enough to overcome the ill omen of my unfortunate profession.

Officers Rise to Greet Them. Back at the commander's office, he told me a change. Even the entry ticket! The telegram which had been coming from Paris since daybreak had just arrived and orders had been given to furnish us with every convenience to visit the headquarters of General de Gaulle.

That man who so distinguished himself at the Marne and whose rise is one of the features of the war.

"Would monsieur like to start at once, or if not, by what hour of the morning?" Monsieur told me with a friendly smile. Monsieur must have two automobiles, one for monsieur and the other for monsieur's friend and the baggage.

Monsieur's friend looked quite anxious. Monsieur said to say that the other automobile an hour ago was requested, and polite remarks that one automobile would surely be sufficient.

Two of the men, one of them being a Frenchman, were in the car. The other two, one of them being a Frenchman, were in the car. The other two, one of them being a Frenchman, were in the car.

Then home, bed, and up the next morning, of course, at the crack of dawn, a military. No one else was awake. Finally arrived at old man who will provide bread and coffee.

Suddenly arrive two enormous automobile, each capable of carrying seven people, each with a military driver and a footman on the other side of the fighting lines. It had been totally destroyed, also the home of his belle-mère and the factory of his chauffeur, the machinery of which he believed had been taken down and shipped to Germany.

Trucks Only War Evidence. An hour's rapid running brings us to the headquarters of the army commander. We will now see the great man. But no, the great man has been taken to the rear to be in reasonable time is produced a pass to proceed to headquarters of the general commanding the division at Arras. Right and left are former work-lots in the fields. War is evidenced only by numbers of trucks parked in rows, as they might be before a big commercial house at home.

Now it is raining hard, a cold drizzle, and rain and mud are coating the chauffeur. The casual and not sufficiently grateful guest is comfortably inside the big limousine. The machine skids a little and the officer breaks out impatiently.

Impossible to control these chauffeurs, because they owned the automobiles before the war they think they own them now.

The officer is surprised when his guest bursts into a roar of laughter that he, a stranger, is sitting comfortably in the car, while the rightful owner of the car is being covered with mud and cold rain. Yes, now we are in the inside looking out. It is preferable.

A fire bursts and we all descend. Back! What is this we hear? It is war, the automobile war, but it sounds sufficiently like the battle of Gettysburg at McVicker's theater.

Three Miles as a Target. The limousine is surrounded by the owner-chauffeur will not down immediately, although the officer, who, by the way, has fought in every battle of the war until two weeks ago, looks serious.

"If they are shelling Arras hard," he says, "if they are shelling the road also it may be impossible for us to go."

The guest is beginning to wish that he were not in the car at all. Arrived at division headquarters, the roar of cannonading is incessant and loud, but even as we wait it dies away. The officer returns and with him a captain who knew the road. There is no danger, he says, until we reach the top of the hill before Arras, and then there are three miles of straight road exposed to the enemy's fire of which they have the exact range. The party will go in one car to minimize the target. Target!

I hear the chauffeur of one car congratulating the chauffeur of the other, but whether the man who goes or the man who stays behind is congratulated I do not know. The captain directs the chauffeur when he reaches the top of the hill to put on full speed. "If full speed," he says, "the automobile will be a target, but the hand seat, he wishes to have the speaking trumpet at hand, but for (Continued on Page 8.)

SEVERE FIGHTING IN MOUNTAINS OF BOTH WEST AND EAST ZONES

Russian Aggressive Proceeding in Carpathians, Attacks Being Made Night and Day, Incessantly.

FRENCH FORCES GAIN STRATEGIC POSITION

After Engagement Lasting for Days Dominant Point Is Taken in Vosges; Lull in Operations Elsewhere.

(BY MORNING JOURNAL SPECIAL LEASED WIRE) London, March 27 (10:35 p. m.)—While there has been some fighting along the East Prussian frontier and in Bukovina, the mountains of both the east and the west are the scenes of the most important engagements at present.

In the Vosges, the French, after a long fight, in which the position changed hands more than once, have finally established themselves on the summit of Hartmannsweilerkopf, a mountain peak fifteen miles northwest of Metz and a few miles north of the German frontier. This is an important success, as it gives the French command of a considerable amount of country occupied by the Germans. The fight for the position has been a bitter one and has been going on for many days.

Constant Battle Rages. In the east the Carpathians are still the scene of the most violent battles, the Russians attacking night and day. In their last official communication, they claimed to be advancing successfully on the Bartfeld-Czok front, in spite of the fact that the Austrians have been strongly reinforced.

Tonight, however, the Austrian official announcement says the Russian attack has miscarried, and that the Russians have suffered heavy losses. The Austrians also claim to have repelled the Russian offensive in Bukovina and to have forced their opponents back to the frontier.

The struggle here has been carried on under the most terrible weather conditions, the men having to build the guns and carry their charges through deep snow.

Big Effort Awaited. On the western front, beyond the French sector in the Vosges, where the Germans abandoned a large quantity of material and left numerous dead on the ground, there have been no events of importance, neither side apparently being ready as yet for the big effort which everybody has been expecting. There have been the usual bombardments of the positions and mine warfare, and the aviators on both sides have shown much activity.

Each day allied airmen fly over the German lines in Belgium and France, gathering information. They vary this duty by dropping bombs on railway stations and doing as much damage as they can to military works.

A Zeppelin, this afternoon, passed the island of Schiermonnikoog, north of Holland, flying in a westerly direction and an attack on some English town was expected, but if such were its intention, her arrival along the English coast has not been reported so far.

Submarine Activities. The official returns for the last week of the effects of the German submarine blockade of England show that three vessels were reached port, while the total sailings and arrivals numbered 1,450 vessels.

Holland's request for an explanation from Germany of the sinking of the Medea and the capture of a lot of interest in diplomatic circles, where it is pointed out that the vessels of other neutral countries have not been molested.

Diplomacy continued its activity in Italy and the Balkans, the latest report being that Germany is making an offer of part of Turkish European territory to Bulgaria in return for Bulgaria's continued neutrality.

Official Statement FROM AUSTRIAN SOURCES Vienna, March 27 (via London, 9:45 p. m.)—The following official Austrian statement was issued here tonight.

"Russian attacks with strong new forces on the Carpathian front have miscarried and the enemy suffered severe losses.

"In the hills near Rengasvoge, on both sides of the Latorca valley, fighting continues.

"In Bukovina northeast of Czernowitz, our troops, after a violent engagement, repelled superior Russian forces, driving them back to the frontier. We took several villages and captured over 1,000 men and two guns.

"In Russian Poland and in western Galicia, there is no change."

Former Victims Deny Merchants, Denver, March 27.—A man claiming the names A. M. White and C. P. Evans, secured \$250 in Denver yesterday by cashing forged postoffice money orders, so far as reported to the postoffice inspectors.

The money orders were cashed by Denver business houses. It is believed that the blanks were stolen from the postoffice at Portland, Ore. The forger has not been located and is thought to have left the city.

American Foodstuffs Detained. London, March 27 (6:40 p. m.)—Four steamers with cargoes composed for the most part of foodstuffs shipped from America, pending for ports in Sweden, Denmark and Holland are now being detained at the Scottish port of Kirkwall. They are the Norwegian steamers Sark, Korfford and Skillestad, and the Swedish steamer Nike.

Minister Deprecates ANTI-PORTUGUESE TALK Madrid, March 27 (via Paris, 9:10 p. m.)—Marquis de Lema, the foreign minister, has severely criticized that portion of the Spanish press which is conducting a campaign against Portugal.

"It is the desire of the Spanish government," the marquis says, "to put an end to the ridiculous stories which present Spain as nourishing a hostile attitude and ambitious intentions toward her sister nation."

After the cabinet meeting yesterday Premier Lema declared that the ally of 30,000 men to the colors was merely the carrying out of established requirements.

Those guarding the supposed leader of the band are positive that he is Henry Starr, for whose capture, he received the state of Oklahoma, in his pockets was found \$1,700 of the money taken from the banks.

Oddly enough, a letter in Starr's today received, purporting to have come from Reno, Nev., protesting against the charge that he had been implicated in recent bank robberies.

Mrs. Starr, the alleged robber's wife, had secured a divorce today, almost coincidentally with the raid on the Stroud bank.

Starr has served prison sentences for bank robberies in the southwest and has been accused of others.

RUSSIANS CLAIM DECIDED GAINS IN BATTLE FOR THE CARPATHIANS

Positions Carried in Direction of Baligrod, and Twenty-five Hundred Prisoners Are Reported Captured.

125,000 AUSTRIANS TAKEN WITH PRZEMYSL

Official Denial That Towns and Villages Have Been Destroyed by Muscovites in Invaded Country.

(BY MORNING JOURNAL SPECIAL LEASED WIRE) Petrograd, March 27 (via London, 11:40 p. m.)—The following official statement from general headquarters was issued tonight.

"West of the middle Niemen on the right bank of the Narew and on the left bank of the Vistula, there has been no essential change in the situation.

"In the Carpathians we have made considerable progress in the direction of Bartfeld. The Austrians in fall back set fire to the village of Zhor, in the direction of Baligrod. We have carried a fortified height east of Baligrod. Near Ruskodivna and Kozlovka we successfully repelled important forces of the enemy. During the course of the day we made prisoners of about 2,500 Austrian soldiers, besides forty officers and we captured seven machine guns.

In eastern Galicia we drove back a battalion which crossed the Dniester near Jodava, inflicting very heavy losses."

"The German press asserts that the garrison of Przemyśl did not exceed 25,000 men; that the supplies would have lasted a long time if the garrison had not been compelled to share its scanty rations with the enormous number of Russian prisoners captured during the course of sorties; that the fall of Przemyśl has no military importance and that the Russians have destroyed 500 towns and villages in Galicia, of which 250 were razed to the ground."

"All such assertions are malicious inventions. We captured at Przemyśl an army of 125,000. He defied common sense and the names of the leaders will be published immediately they are compiled. The Russians whom we liberated at Przemyśl numbered only 1,550, most of them wounded."

"The importance the enemy attached to Przemyśl may be judged by the innumerable sacrifices made in attempts to relieve the garrison, dating back to November. No town or village in Galicia was destroyed or razed."

Field Marshal French had, as early as the end of September, expressed the wish to see his army resume its initial position on the left of the allied armies, in spite of the difficulties which such a removal involved owing to the intensive use of the railway for our own reinforcements.

On leaving Antwerp on October 9 the Belgian army, which was covered by 8,000 British bluecoats and 6,000 French bluecoats, at first intended to retire as far as to the north of Calais, but afterward determined to make a stand in Belgium territory.

Unfortunately, the condition of the Belgian troops, exhausted by a struggle of more than three months, did not allow any immediate hopes to be based upon them. This situation delayed the execution of our plan.

The French army of Belgium consisted, to begin with, of two territorial divisions, four divisions of cavalry and a naval brigade. Directly after its constitution it was strengthened by elements from other points on the front.

This was completed the strategic maneuvers defined by the instructions of the general in chief on September 11 and developed during the five weeks following.

On October 22 our left, bounded six weeks earlier by the Noyon district, rested on Neuport, thanks to the successive deployment of five fresh armies—three French armies, the British army and the Belgian army.

Thus the co-ordination decided upon by the general-in-chief attained its end. The barrier was established, it remained to be seen if it could stand the enemy's offensive. That was the object and the result of the battle of Flanders, October 22 to November 13.

Fourth Instalment. The fourth instalment of the historical review of the war from French sources and according to the French viewpoint, follows:

The German attack in the two Flanders, east and west, was conducted strategically and tactically with remarkable energy. Complete and indisputable defeat in which it resulted is therefore significant.

The forces which the enemy disposed for this operation between the sea and the Lys comprised:

1. The entire fourth army commanded by the Duke of Wurttemberg, consisting of one naval division, one division of cavalry, one division of infantry, the Twenty-second, Twenty-third, Twenty-sixth and Twenty-seventh reserve corps, and the Forty-eighth division, belonging to the Twenty-fourth army corps.

2. A portion of another army under General von Fabeck, consisting of the Fifteenth corps, two Bavarian corps and three (unspecified) divisions.

3. Part of the Sixth army under the command of the Crown Prince of Bavaria. This army, more than a third of which took part in the battle of Flanders, comprised the Tenth army corps, portions of the Twelfth reserve corps, the Seventh and Fourteenth reserve corps, the First Bavarian reserve corps, the Guards and the Fourth army corps.

4. Four highly mobile cavalry corps prepared and supported the action of the troops enumerated above.

Strong Effort Made. Everything possible has been done to fortify the "mortal" of the troops. At the beginning of October, the Crown Prince of Bavaria, in a proclamation, made the decisive effort against the French left wing and to "settle" the fate of the battle which has lasted four weeks.

On October 28th, Prince Rupprecht of Bavaria declared in an army order that his troops "had just been fighting under very difficult conditions, and he added:

"It is our business not to let the struggle with our most defeated enemy drag on longer. The decisive blow is still to be struck." On October 30, General von Demling, commanding the Fifteenth army corps (belonging to General von Fabeck's command), issued an order declaring that the thrust against Ypres will be of decisive importance. It should be noted also that the emperor proceeded in person to Thiel and Courtrai to exhort by his presence, the ardor of his troops. Finally, shortly after October 31, the entire German press incessantly proclaimed the importance of the battle of Calais. It is superfluous to add that events in Poland explain in large measure the passionate reaction of the German general staff to obtain a decision on the western theater of operations at all costs. This decision would be obtained if our left were pierced or driven in. To reach Calais, that is to break our left, to open the coast and the country to the north of Dixmude. His objective was manifestly the capture of Dunkirk, then of Calais and then Boulogne and this objective he pursued until November 1.

On October 23rd the Belgians along the railway line from Neuport to Dixmude were strengthened by a French division. Dixmude was occupied by one marine. On the 29th the inundations effected between the canal and the railway line spread along our front. On the 30th we recaptured Ronneville, the only point on the railway which the Belgians had lost. On the first and second of November the enemy bombarded Furnes, but he was unable to penetrate the ground. On the 3rd he evacuated the ground between the Yser and the railway, abandoning cannon, dead and wounded. On the 3rd our troops were able to re-enter the Dixmude district. The success achieved by the enemy at Dixmude at this juncture was without doubt. They succeeded in taking the town. They could not debouch from it.

The coast attack had thus proved a total failure. Since then it has never been renewed.

The battle of Calais, so noisily announced by the German press, amounted to a decided reverse for the Germans.

DETAILS OF OPERATIONS IN WEST ARENA OF GREAT WAR

Associated Press Gives Third and Fourth Instalments, as Told From French Official Sources.

BATTLE OF FLANDERS AND ITS CONSEQUENCES

Rush From the Marne to the Sea in Effort by Each Great Army to Outflank Its Enemy.

(Associated Press Correspondence.) London, March 19.—The third and fourth instalments of the historical review of the war, emanating from French official sources and purely from the French viewpoint, have been received by the Associated Press. The French narrative contains a long chapter upon the siege war from the 1918 to the Vosges, which lasted from September 11 to November 30.

Most of the incidents in this prolonged and severe warfare have been recorded in the daily columns. The operations were of secondary importance and were conducted on both sides with the same idea of wearing down the troops and the artillery of the opposing forces with the view of influencing the decisive battle in the great theater of war in the north.

The third chapter deals with "The Rush to the Sea," September 13 to October 22 and follows in part:

Efforts to Outflank Each Other. As early as the 17th of September the commander-in-chief had directed our left army to have as important forces as possible on the right bank of the Oise. On September 17 he made that instruction more precise by ordering "to make be constituted on the left wing of our disposition, capable of coping with the outflanking movement of the enemy."

The account then tells of the efforts of both belligerents to outflank each other by extending their lines northward. Referring to the transport of the British army, the report says:

Field Marshal French had, as early as the end of September, expressed the wish to see his army resume its initial position on the left of the allied armies, in spite of the difficulties which such a removal involved owing to the intensive use of the railway for our own reinforcements.

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RESCUE CHAIN SLIPS FROM U. S. SUBMARINE F-4; HOPE ABANDONED

After Unfortunate Vessel Had Been Lifted Fifty Feet It Drops Back to Bottom of Ocean Once More.

GRAPPLERS ENCOUNTER GREATEST DIFFICULTY

It Is Believed All Members of Crew Will Be Dead When Little Warship Is Finally Brought to Surface.

(BY MORNING JOURNAL SPECIAL LEASED WIRE) Honolulu, March 27.—Hope that the ill-fated submarine F-4 would be raised before nightfall, this afternoon when a chain slipped back and the disabled craft slipped back and the F-4 settled back again on the bed of the ocean. The most optimistic of the naval officials here conceded tonight that there was no reasonable chance of any of the submarine's crew of twenty-one men being taken out alive.

The powerful dredger California, from the Pearl Harbor naval station had lifted the F-4 fifty feet before the mishap occurred, which plunged the vessel back into the lips of the submarine crater in which it is believed to have lodged.

Immediately, however, fresh efforts were begun to secure another grip on the hull.

Task Is Difficult. Owing to the great depth—fifty fathoms—of the submarine's resting place and the peculiar formation of the ocean's floor at that point outside Honolulu harbor, the task of placing chains under the vessel is extremely difficult. Divers cannot work effectively at that depth and the casting down of a hook is necessarily most or very haphazard.

The Alert, mother ship of the submarine (which here, is lending all possible aid to the dredger. As soon as the F-4 is elevated to a point where divers can operate, life-chains will be made fast to the hull's bow and stern, and then it will be comparatively easy for the dredger to bring the submarine to the surface.

The rescuers worked with desperate haste today, cheered by confident forecasts of officers that life still will be found in some of the F-4's crew if the boat could be raised to the surface before night.

Heart-breaking Mishaps. There were numerous heart-breaking mishaps. At one time, a cable, groaning under the weight of the hull, suddenly snapped, releasing its hold on the F-4. Later, just after a chain had been successfully passed under the vessel, it slipped off the smooth plates. The chugging of the winches reached its climax when the hull, after having been raised fully fifty feet, again shook off the chain and sank. The submarine had then been underwater more than fifty-four hours.

At bubbles rising to the surface today were taken to indicate that at least one of the F-4's three compartments had burst.

It is believed that the bodies of most of the crew will be found in the forward compartment, the smallest and strongest of the three.

Relatives of the crew residing here refused to abandon hope and pleaded with naval officers to hasten the work of raising the craft.

All Hope Abandoned. At 5 p. m. today the dredger California was unable to make fast to the submarine. It was reported that the officers directing the rescue work, convinced that the F-4's crew was dead, had decided to postpone further efforts to raise the submarine until tomorrow in order to give their worn-out crews a night's rest.

TO COMBAT UNSANITARY CONDITIONS IN SERBIA

(BY MORNING JOURNAL SPECIAL LEASED WIRE) St. Paul, Tex., March 27.—Manuel Otero, of Durango, was executed in Durango Friday evening after he had been convicted of smuggling contraband Mexican money into Mexico. He was arrested Friday afternoon at the international bridge and 50,000 pesos in counterfeit money was found concealed in his clothing. He attempted to bribe the inspector at the bridge with 3,000 pesos to gain his release, but was unsuccessful. An immediate trial followed and according to the act of February 18, 1915, which places the death penalty on counterfeiters, he was executed.

Promptly Executed WHEN ACROSS BORDER

(BY MORNING JOURNAL SPECIAL LEASED WIRE) Chicago, March 27.—Eight masked robbers early today entered the mail order house of Balcon Brothers, called the watchman, John Kestory, with an iron bar, blew open two safes and a vault and escaped with more than \$4,000. Kestory's wounds were superficial.

Mail Order House Robbed.

Weather Forecast. Washington, March 27.—Arizona, Texas and New Mexico: Generally fair Sunday and Monday.

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